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25X1A

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REPORT NO.

CD NO. --

COUNTRY USSR

DATE OF
INFORMATION

25X1A

SUBJECT Economic; Technological - Tire industry

HOW
PUBLISHED Daily newspapers

DATE DIST. 4 MAR 1953

WHERE
PUBLISHED USSR

NO. OF PAGES 3

DATE
PUBLISHED 29 Jul - 25 Nov 1952

LANGUAGE Russian

SUPPLEMENT TO
REPORT NO.

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YEREVAN, LENINGRAD, MOSCOW TIRE PRODUCTION

SHIPS GIANT TIRES TO PROJECT -- Yerevan, Kommunist, 29 Jul 52

On 27 July 1952, the Yerevan Tire Plant shipped 915 of the 2,100 Gigant
 tires ordered by the Volga-Don Canal for the third quarter 1952.

EQUIPMENT SHORTAGE SLOWS OUTPUT -- Yerevan, Kommunist, 21 Sep 52

By installing two vulcanizers, the Yerevan Tire Plant could increase its
 production rate almost 30 percent.

PRODUCES FAULTY TIRES -- Yerevan, Kommunist, 30 Oct 52

In the summer of 1952, the Yerevan Tire Plant started receiving numerous
 complaints about its products. The defective tires were traced to defective
 cord. The Yerevan Tire Plant receives cord from Moscow, Yaroslavl', and
 Voronezh factories, but one fourth of its cord comes from the Kirovakan Cord
 Factory, and it was this cord that was causing the trouble.

The tire plant complained to the Kirovakan Cord Factory, but the quality
 of the cord grew worse, and 15,000 meters of defective cord had to be shipped
 back to Kirovakan. This cord had 120-130 points [indicating defects] checked
 off per 100 running meters compared to a norm of eight points. Ye. Voskanov,
 chief engineer, and other personnel of the Yerevan Tire Plant explained to
 workers of the Kirovakan Cord Factory that unequal thickness and grease spots on
 the cord caused major defects in finished tires. Measures were taken to improve
 the work of production workers and inspectors at the cord plant and, as a re-
 sult, defects were reduced to 10-12 points per 100 running meters by the middle
 of October. Recently, the Kirovakan plant has been preparing its equipment to
 make cord for Gigant tires. However, the plant still has much to do to elimi-
 nate remaining defects and to consolidate gains that have been made.

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TRACE GROWTH OF TIRE PLANT -- Leningradskaya Pravda, 18 Nov 52

In 1948, the Leningrad Tire Plant could properly be called a museum of the tire industry. P. I. Tikhomirov, chief of the Design Division, led the work of modernizing the enterprise, with the aid of the Technological Institute imeni Lensovet, the Polytechnic Institute imeni M. I. Kalinin, the Engineering Economics Institute imeni V. M. Molotov, the All-Union Scientific Research Institute for Synthetic Rubber VNIISK, the Scientific Research Institute of the Tire Industry, and other institutes.

The shop in which materials were prepared was one of the most primitively organized. Raw rubber was cut with hand knives, and granular materials were sifted by primitive devices. By the end of 1951, this shop was completely reorganized. Powerful vibrating screens have been set up to sift chemicals, and hydraulic shears are used to cut rubber. A special aggregate which performs all the operations involved in making treads has been set up. Productivity of the materials shop is now almost three times as great as before.

In the assembly shop, cord fabric was formerly rubber-coated one side at a time. Now a new four-shaft calender has been installed which rubber-coats both sides of the fabric simultaneously.

Formerly, most rejects and second-grade tires were caused by faulty vulcanization. Now, superheated water has replaced steam in the process, thus reducing vulcanizing time 20 percent.

The automobile and bicycle tube shop has been fully mechanized, and is now equipped with a tube machine, individual vulcanizers, etc.

All shops are equipped with conveyers for raw materials, and for semi-fabricated and finished products. In the vulcanization shop, for example, 300 tons of materials were formerly handled manually every day.

More than 600 tons of materials, which were formerly moved manually, are now moved by 700 meters of conveyers, on transfer tables or by hoists.

A considerable number of control and measuring instruments have been installed to improve production processes. More than one third of all the tires produced by the plant are vulcanized in fully automatic machines.

In two shops, all vulcanization processes are fully automatic. The section which vulcanizes bicycle tires will soon be equipped with automatic equipment. The basic units for mixing rubber are now being made automatic, which should improve product quality.

The output of first-class products increased 16.4 percent in 1951, as compared to 1948 and is now exceeding the plan figure. Rejects of finished products have been cut in half, and this improvement in quality was achieved in spite of a reduction in natural rubber content of the tires.

The plant has organized the output of new products such as tires with special treads for agricultural and garden tractors, tires for the Pobeda automobile, motorcycle tires, and pneumatic clutches for petroleum drilling equipment. Mechanization and automatization of production processes has enabled the plant to fulfill its primary mission: to increase automotive and motorcycle tire output with the smallest possible expenditure. -- M. Parfenov, director of the Leningrad Tire Plant

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INCREASE SYNTHETIC RUBBER CONTENT OF TIRES -- Moscow, Moskovskaya Pravda, 25 Nov 52

Engineers of the Moscow Tire Plant have designed a machine for pressing raw treads made entirely of synthetic rubber. Formerly, the treads became deformed after pressing, which made further processing necessary. The new machine not only turns out a better product, but also makes it possible to use synthetic rubber, which is rapidly replacing natural rubber at the plant.

In 9 months of 1952, the plant has saved 338 tons of caoutchouc and 130,000 square meters of fabric, and at the same time has reduced the consumption of natural rubber 18.2 percent, compared to 1951 norms, by replacing it with synthetic rubber.

However, there are still considerable losses due to rejects, and granular materials are wasted in preparing rubber mixtures. In the calendering shop, impregnation, drying, and other processes are often carried out improperly. Insufficient precautions are taken to prevent overheating of rubber, thus lowering the quality of output.

The Main Administration of the Tire Industry does not supply the plant with granulated carbon black, which makes it difficult to prepare mixtures properly, lowers quality, and raises production costs. -- N. Onufriyev, chief of the Planning Division, Moscow Tire Plant

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